

A Clean Bus Tour District in Yellowstone National Park: Defining the Parameters



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Introduction: Travel in Yellowstone

■ Personal vehicle dominant

- 300 miles of roads
- 45 mph speed limit
- 12 major attractions
- 5 entrances/exits
- ~1 million autos/year

■ Externalities in 2002:

- 591 accidents
- 2 human fatalities
- 79 large mammal fatalities



Challenge—Yellowstone a Park of Paradoxes



- Crowded
- Flat growth
- Automobile dominated

- Empty
- Exponential growth
- Mass transit dominated



Bus Transit District

- Key transit factors
- Case studies of other parks
- Gateway community interviews



Key Transit Factors

- Light-rail/ monorail
- Biggest hurdles—
 - uncertainty of bus arrival/departure time
 - frequency of service
 - financial incentive
 - comparative travel time
 - rider experience
 - environmental considerations
 - information/marketing



Zion

Good

- local ridership/involvement
- simplicity
- trailers
- park owns rolling stock, leases services
- solves parking problems
- lunches to dinners
- natural bus stops
- OEM vehicles (non-prototypes)

Bad

- Denver-located design team
- leasing bus stops



Acadia

Good

- solves parking problems
- coordination
 - League of Towns
 - State of Maine/DOT
 - FHWA
- arrival countdown
- short distances
- employee labor pool
- Internet *Car-free Travel Guide*
- clean—propane
- asset shift



Bad

- inconsistent source of operating funds (LL Bean)



Yosemite

- Like Yellowstone—long distances, windshield tour, mountainous terrain, less apparent parking problems
 - Good
 - YARTS—employees as bread and butter
 - YVVS—excellent ridership (intra-valley, like Canyon Rim Drive)
 - Joint Powers Authority
 - Bad
 - county feuds
 - inconsistent funding source
- YVVS = Delaware North



Gateway Community Interviews

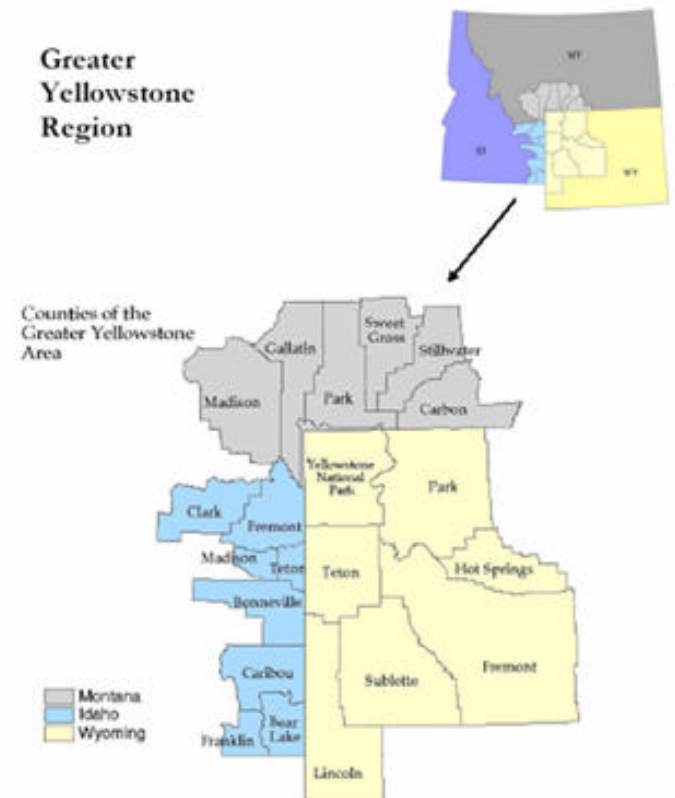
Mixed emotions

- Mayor Milam: mystique, toys, freedom of a cruise ship
“Can we make a portion of the Park inaccessible, except via bus?”
- Jerry Brady (Post Register): uniqueness & creativity
“We need a poor man’s version of the American Orient Express.”

Yellowstone as Central Park

Requirements

- driving traffic to businesses
- include transit needs (healthcare)
- economic vitality (ex. fuel cottage industry)



Recommendations

■ Yellowstone-specific challenges

- 5 entrances/exits
- multiple destinations
- long distances

■ Integrate best practices

- ITS
- low floors/raised platforms
- fareless
- clean fuels

■ Test district

- small
- voluntary
- multiple attractions

■ Visitor experience

- uniqueness
- Old/New Yellow Bus



Acknowledgements/Contact

Questions or comments?

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